First Witness One of the Men Who Was in the Meb-He Remembered Only the Shooting Incident but Could Not Recall the Ricting. WILKESBARRE, Pa., Feb. 3.- Considerable rogress was made to-day in the case of the Commonwealth against Sheriff Martin and his deputies for the shooting of the riotous strikers at Lattimer on Sept. 10 last. Attorney Mc-Gahren made the opening address for the prosecution and several important witnesses were examined. The first witness for the prosecution was Andrew Sivar. He is a Hungarian, 21 years old, but came to this country when 6 years of age and speaks English. He said he of never received any schooling, as he had worked in the mines since his childhood. He stated that he had been one of the men that narched from Harwood to Lattimer on the afternoon of Sept. 10 last. He said;

We marched from Harwood to Lattimer and at West Hazleton were stopped by the Sheriff and his deputies, who were armed. Some of the deputies pointed their guns at the strikers and told them that if they did not go back they sould be shot. Some of our fellows told the Sheriff that we intended going to Lattimer to induce the men there to join the strike and he told us not to do so, but to go home, but we refused to do so and marched on to Lattimer. The Chief of Police of West Hazleton told us to go around the outskirts of West Hazieton to reach Lattimer, and we followed his advice. We saw the Sheriff and his deputies get on troller cars and when we got to Lattimer we found hat they had reached the place ahead of us and lined up across the road.
"The Sheriff stood about twenty-five yards

shead of the deputies. When we got neart o him he told us to stop, but we went on. Then he grabbed a man by the collar and snapped his

him he told us to stop, but we went on. Then he grabbed a man by the collar and snapped his revolver at him, but the revolver did not go off. Then suddenly I heard a shot, then another, and then a whole volley. I dropped to the ground, and did not lift my head again until the shooting had stopped. Then I got up and saw men lying about; others were running away and others trying to hide behind the bushes. I saw one man that had been shot in the head, several who had been shot in the breast, and a few who had wounds in the back."

The witness was then turned over to Mr. Lenahan for cross-examination. When Mr. Lenahan attempted to bring out the well-suthenticated facts that the body of men that had marched from Harwood to Lattimer that day had committed numerous outrages, such as dragging men out of their houses and compelling them to join the ranks of the marchers, beating them unmercifully when they refused, robbing and beating hucksters and beer wagon drivers, and committing other acts of violence and disorder, the witness met all queries with the stolid answers, "I don't remember," "I did not see it," "I don't know," and the like.

Mr. Lenahan then endeavored to show that before the strike at Harwood there had been other strikes in the region, and the Harwood men had participated in other riotous demonstrations elsewhere. District Attorney Martin objected vigorously to any attempt on the part of the defence to cross-examine the witnesses for the Commonwealth as to their participation in any previous strikes or marches in the Harleton' region. Mr. Lenahan replied that the question had not been asked to justify the Sheriff.

He said: "This witness has testified that the strike was carried on in a peaceful and lawful

fy the Sheriff. He said: "This witness has testified that the fite said: "This witness has testified that the strike was carried on in a peaceful and lawful manner, and he also said that it was originated only by a particular organization. We can show you that these men have at other times carried shotguns and other weapons and had terrorized the community."

The Court took the question under advisement, and after recess announced that the witnesses for the Commonwealth could not be examined as to their participation in any previous strike or demonstration.

nesses for the Commonwealth could not be examined as to their participation in any previous strike or demonstration.

Joseph Mahalko, the President of the Harwood branch of the United Mine Workers' organization, the next witness called, said that on the evening of Sept. 9 there had been a meeting of the miners in Harwood and it had been resolved to march to Lattimer on the following day to induce the men there to quit work. In accordance with this determination, the fatal march to Lattimer was taken up on the following merning with the witness at the head carrying an American flag. He then gave substantially the same testimony as to the subsequent occurrences as had been testified to by the first witness.

Father Richard Aust and the Rev. Carl Hauser then testified to having officiated at the funeralls of the men shot. Charles A. Guscott, the school teacher in the schoolhouse at Lattimer, raid that the shoolhouse was about 600 feet from the scene of the shooting. He saw the deputtles lined up across the road, saw Sheriff Martin advance toward the marchers, but could not hear him say anything. Then there was a shot, then another, and then a volley. He saw men fall, the nearest about 100 yards from the schoolhouse. Saw them run and topple over while they ran.

ple over while they ran.

TO STOP PASSAIC POLLUTION.

Paterson Must Answer for Damaging the Wate Supply of Jersey City.

TRENTON, N. J., Feb. 3.-A new move was ade in Jersey City's fight for a pure water supply to-day, when Attorney-General Grey, on behalf of the Mayor and Aldermen of Jersey owners, made application in the Court of Chancery for an injunction restraining the Mayor and Aldermen of Paterson from further using the Passaic River for sewerage and draining The Attorney-General brings suit on behalf

The Attorney-General brings suit on behalf of the State on the information of the complainants, who set forth in their complaint the evil results of the pollution of the river by Paterson's sewage. Jersey City, under the law of 1852, and amendments, ersected water works and supplied its citizens and those of Hayonne. Harrison, Kearny, and other townships with potable water taking, prior to 1895, 20,000,000 gallons daily from the Passaic, and deriving a daily income of \$1,000. Owing to Paterson's drainage, the water has become foul and unfit for a water supply, and the city will suffer a total loss of its water works, for the erection of which it incurred a heavy debt. The area of the Passaic Valley affected embraces eighty-one sourar mil s, inhabited by 500,000 people, and the assessed value of the property injuriously affected is \$230,000,000.

Vice-Chancellor Stevens issued an order granting a rule compelling Paterson to show cause why the city should not be restrained from enlarging its sewerage system or continuing the use of its present system to empty sewage into the river.

The rule is made returnable at Jersey City on Feh. 14. Lawyers McEwan & McEwan, James H. Vreedonburgh, and ex-Attorney-General Stockton are associate counsel with Attorney-General Grey. of the State on the information of the com-

## NO ACTION AS TO MIDWIVES. The Academy of Medicine Undecided as to

What Legislation Is Needed. At the meeting of the New York Academy of Medicine last night no action was taken on the matter of midwifery legislation, the committee on which, through Dr. Fruitnight, its Chairman, reported progress and asked for further fastructions. This committee was appointed last month to confer with the committees of various other medical bodies of the city to devise some form of legislation to regulate the abuses now practised by midwives and persons calling themselves midwives. The academy favors legislation that would gradually reduce the number of midwives and ultimately abolish the calling. The committees from other bodies had other plans to propose, which were so various that the ideal. committees from other bodies had other basis to propose, which were so various that the joint committee failed to agree on anything that the committee of the academy could recommend. The report of the committee was laid on the table and the committee was laid on the

A Driver's Life Sacrificed to Repair Harness. Louis Hoffmeyer, 30 years old, of 118 East Forty-fifth street, this city, was struck by trolley car in West Newark avenue, Jersey City restering, and received probably mortal in-parties. Heftmeyer was driving an express wagon to Swarts. The harness on one of the horses became disarranged, and Hoffmeyer stopped the feam near Tonnele avenue to fix it. He was standing between the borse and the car track when the car came along and struck him. He was stempted to the City Hospital in an un-conscious condition.

American Institute Fair Didn't Pay-

The annual report of the Board of Trustees of the American Institute, which was submitted last night at the quarterly meeting held at the institute, 115 West Thirty-eighth street, showed that has year's fair at Madison Square Garden was a financial failure, the institute austaining a 10m of 58,283.32. The amount of the retailer ecceived from the State has not been determined, but it is estimated that it will reduce the deficit to 56,500. The deficit was paid from the general fund of the institute.

Aster Estate to Build.

Plans were filed in the Building Department resterday for a fourteen-story office building which the estate of John Jacob Astor is to erect on the southeast corner of Broadway and Duane street. George B. Post is the architect. The estated cost is \$350,000. BEATEN IN HIS BERTH. rd John Damick Chloreformed and The

There came near boing a murder early yester day morning on board the British steamer Origen, lying at Martin's stores in Brooklyn The victim was John Bemick, aged 38 years, the chief steward, and the alleged assailant Joseph Brizze, the 17-year-old cabin boy Demick while asleep in his berth was stupefie with chloroform and then beaten over the head with a handspike. He was found by the second mate a few minutes before 5 o'clock lying on the floor outside his stateroom, dazed and covered with blood, which was still flowing from gashes on his head. The cabin was pervaded with a strong smell of chloroform. Capt. Johnson, the commander of

the vessel, was aroused, and after dressing

John Henry Johnson, the commander of the vessol, was aroused, and after dressing the steward's cuts, which he found did not go below the scalp, at once started an inquiry. Demick, on recovering from his stuper, said that he was awakened by a blow on the head from an iron instrument, and, tumbling out of the berth, grappled with his assailant, catching hold of his feet, from which he noticed that the shoes had been removed, and roiling over on the floor several times. Demick was unable to hold on to the fellow, who ran off and disappeared in the darkness. Demick was unable to hold on to the fellow, who ran off and disappeared in the darkness. Demick was positive that his assailant belonged to the ship.

Suspicion at once fell on Brizze, the cabin boy, because of the discovery of his shoes close to the door leading to the steward's room. When summoned by the Captain Brizze was stripped, and fresh blood atmins were found on his shirt and stockings. A sponge sacurated with chloroform and a blood-stained handspike were also discovered in his berth, but in spite of these apparently clear evidences of his guilt he vehomently protested his innocence, declaring that the real culprit had stained his shirt with blood and left the sponge and handspike in his room to throw suspicion on him. Capt. Johnson was positive, however, of the boy's guilt, and sending for a policeman had him arrested. Brizze reiterated his declaration of innocence when arraigned before Magistrate Brenner in the Adams Street Court. He will be tried to-day in the new Court of Special Sessions on a charge of assault in the second degree.

Capt. Johnson has had a good deal of trouble with the boy. He suspects that he sot the chloroform from the doctor's room when it was being cleaned out on Wednesday. He cannot surmise why he made the murderous attack, as the steward had always been very kind to the boy.

mise why he made the murderous attack, as the steward had always been very kind to the boy

NOT HIS BROTHER'S KEEPER. Charles Kellerman Says Ho Was Only a Clork

Charles Kellerman, 18 years old, a son o Banker Kellerman of Norfolk and First streets, was arraigned before Magistrate Worth in the Gates Avenue Court in Brooklyn yesterday morning, charged with embezzlement and defalcation. He was interested with his brother, Adolph Kellerman, in the Consolidated Banking and Exchange Company at Belmont and Thatford avenues. The company had about 200 depositors, all of whom were Russian Jews. Their claims aggregate about \$9,000. Adolph Kellerman disappeared on Tuesday, taking with him man disappeared on Tuesday, taking with him \$400, the receipts of the day. The bank was closed on Wednesday, and Mr. Fordinsky, who had a balance to his credit of \$\frac{1}{2}\$, 1307.72, secured a warrant for the arrest of the two brothers, and Charles was arrested on Wednesday afternoon. Ex-Assitant District Attornev Rosalsky, who appeared for the prisoner, declared that his client was entirely innocent of the charges made against him, as he was only employed as a clerk by his brother, and that he had nothing whatever to do with the defalcatiou or embox-slement. The accused was held for examination in \$2,000 bail.

In \$2,000 bail.

Jacob Kellerman, 53 years old, the father of Charles Kellerman, was arrested at 125 First street yesterday afternoon on a warrant issued by Magistrate Worth on complaint of Isaac Bloch of 30 Belmont avenue. Bloch alleges that he deposited \$76 with Kellerman on Tuesday, and that the money was not forthcoming yearerday moraing when he tried to have a check cashed. Kellerman was locked up in the Eastern Parkway station.

TROLLEY CAR SMASHES SLEIGH. Hoboken Pleasure Seekers Tossed Into Snov

About thirty members of the Germania Riding Club of Hoboken went sleighing on the Hudson Boulevard on Wednesday evening. They left Hexamer's Riding Academy, Hudson street, in two sleighs, one holding forty persons and drawn by six horses and the other drawn by two horses.

The party proceeded along the Boulevard to Hudson Heights, where they had supper. The homeward trip was begun shortly before 11 o'clock. In the smaller sleigh were Mr. and Mrs. John Schumann of 405 Washington street, Emil Tietjen of 102 Park avenue, Edward Bergmann of 34 Newark street, Mr. and Mrs. Gustav Ruilhusen of 108 Washington street, and George Flynn, the driver, all of Hoboken.

street, and George Flynn, the driver, all of Hoboken.

As the party was crossing Bergenline avenue at Gardner street, in Union Hill, a trolley car of the North Hudson County Railway struck the small sleigh, throwing its occupants into the snow, but no one was seriously injured. The sleigh was wrecked. The horses ran away, but were caught before they had gone three blocks. Schumann sustained a slight abrasion on his right shoulder blade. His wife and Mrs. Rullhusen escaped with a few bruises. Driver Flynn was cut about the head.

A policeman arrested the motorman and conductor, but as none of the sleighing party would make a complaint the prisoners were released.

DR. BELL'S \$5,000 INSURANCE.

His Suicide Set Up by the National Provident Union as a Bar to Its Payment.

Mrs. Maria L. Bell, the widow of Dr. Lucien T. Bell, as guardian of her four children, has begun a suit against the National Provident Union to recover \$5,000, the amount of an insurance policy. Dr. Bell, who was a veterinary surance policy. Dr. Bell, who was a veterinary surgeon, committed suicide on April 23, 1997. The National Provident Union in its answer declares that it is a fraternal benefit association on the assessment plan, and that Dr. Bell illegally shortened his life, and that he thus deprived the other members of the union of his assessments on premiums which were necessary to meet just death claims arising out of a reasonable expectancy of his existence. They allege that the action of Dr. Bell made the policy void.

Deputy Sheriff Morgan's Suit Against Two Brooklyn Doctors.

Dr. John L. Macumber and Dr. James E. Rus sell of Brooklyn have been served with papers in damage suits instituted by Theodore Morgan, who was a deputy under Sheriff Buttling. Morgan asks \$2,000 damages from Dr. Russell and gan asks \$2,000 damages from Dr. Russell and \$1,000 from Dr. Macumber. He alleges that the two doctors, upon the petition of his wife, Emma F. Morgan, of 271 Adelphi street, certified that ne was insane, and he was ordered to show cause before Judge Hurd in the County Court in Brooklyn why he should not be sent to the Flatbush Insane Asylum. He appeared in court and the proceeding was dismissed. Morgan alleges that Dr. Macumber testified that he was a qualified examiner in lunacy, which the plain-iff declares is not so. He also alleges that Dr. Russell has never registered in Kings county as a physician. a physician.

Van Hise After the Job of Hauging Clifford William Van Hise, the Newark carpenter, who has officiated at all the executions in New Jersey for a number of years, called upon Sheriff Heller in Jersey City yesterday to make arrangements for the execution of Edward Clifarrangements for the variance to be hanged on Feb. 16 for the murder of William G. Wattson, division superintendent of the West Shore Reitrad. Van Hise gets \$250 for each execu-Feb. 16 for the murder of William G. Wattson, division superintendent of the West Shore Railroad. Van Hise gets \$250 for each execution. He goes about the work of hanging a man with as much indifference as if he were about to build a bouse. Shorliff Heller told him to call again. There is a very general impression that Clifford will not be hanged on the day fixed, as his lawyers are preparing to apply to the United States Supreme Court for a writ of error.

A New Citizens' Longue for Brooklyn.

The articles of incorporation of the Citizens' League of the borough of Brooklyn were ap proved by Justice Maddox in the Supreme Court yesterday. The lengue is a social and political organization, and will teach foreigners how to become acquainted with the laws and institutions of this country in order to qualify them for citizenship. The trustees are Max Schaffer, Rudolph Schall, Max Silverman, Jacob Schaffer, Rudolph Schall, Max Silverman, Jacob Schaffer, Morris Weitzner, Newman Lusker, Isaac Levine, Aaron Zelenski, Nathan Hirschenson, Morris Kstz, Horman Weissbrahn, William Kellar, Jacob W. Grehdinger, Sigmund Gromet and Louis Kaplar. proved by Justice Maddox in the Supreme Court

Undervalued Consigned Goods. A conference was held at the Appraiser's

stores yesterday, at which Assistant Secretary man met a number of importers, and the alleged undervaluation of consigned goods was dis-cussed. It is anticipated that there will be here-after a sharp lookout kept for undervaluations of this sort. of the Treasury Howell and Appraiser Wake-

Wedded Immediately After Divorce. BALTIMORE, Feb. 3.-Mrs. Maggie Gould, who was divorced from William Gould to-day, was married to-night to George Duckett, who had also been divorced. Mrs. Duckett's first mar-riage took place in New York State in 1884.

CRITICAL TUNNEL MEN. Run Down and Killed!

BAPID TRANSIT BUARD SPY BLOTS IN THE ELEVATED PLANS.

isk How Soon the Work, If Permitted, Will Se Done, and Whether the Crossings Will Be at Grade or Not-Advised That Breadway Must Not Be Crossed Dewatows.

The Rapid Transit Railroad Commission conidered yesterday the application of the Manhattan Railway Company for permission to extend and improve the elevated railroads of this city. Comptroller Coler sent word that he was unable to attend, because of a meeting the Board of Estimate, and the Mayor stayed away without sending any word. The follow ing preamble and resolutions, which were offered by Mr. Starin, were adopted:

"Whereas, The statements contained in the application filed by the Manhattan Railway Company are deemed indefinite in the following respects, among others, viz.: That the said application does not specifically state the time within which the railways, tracks, and facilities proposed by such application shall be constructed, a definite specification of the time being absolutely essential in the opinion of this board to intelligent action upon said application; that the said application does not describe with precision the portions of or the extent to which the streets forming such routes shall be encroached upon by the proposed structure, or whether the seven crossings contemplated by such application shall be at grade or not:

templated by such application shall be at grade or not:

"Resolved. That the President of this board be requested to communicate with the said corporation, requesting written information concerning the matters thus indicated, and "Resolved. That the President be requested to invite the representatives of said corporation to confer with a committee of this board concerning the said application in order that definite action upon said application may be expedited, and that the Committee on Contract appointed by resolution of this board on July 1, 1897, will represent the board for the purposes of such conferences.

The Committee on Contract consists of Presidents

The Committee on Contract consists of President Orr. George L. Rives, and Charles Stewart Smith. Mr. Smith being away, President Orr named Mr. Starin to fill his place.

Two questions had been propounded to Measrs. Boardman and Shepard, counsel to the board. One was regarding the right of the board t grant permission for any extension of the elevated road to cross Broadway below Thirty-

vated road to cross Broadway below Thirty-third street. The other question was as to what rights, if any, the New York and New Jersey Bridge Company may have acquired to build an elevated road in West street.

An opinion presented yesterday in answer holds that chapter 4, of the Laws of 1891, the original Rapid Transit act, clearly prohibits the crossing of Broadway in these words: "Nothing in this act shall authorize the construction of an elevated railroad on Broadway south of Thirty-third street," and that all the context and general meaning of the statute leads counsel to conclude that this means as clearly a mere crossing of Broadway as it does building a road in and parallel with Broadway, as has been held to be its meaning by Mr. Gould's lawyers.

mere crossing of Broadway as the does outling a road in and parallel with Broadway, as has been held to be its meaning by Mr. Gould's lawyers.

As to the rights of the New York and New Jersey Bridge Company in West street, Messra. Shepard and Boardman ask for more time in which to prepare an opinion.

Chief Engineer William Barciay Parsons had been asked to report to the board on the proposed extension of the elevated from an engineering point. He says:

"The company actually obligates itself to construct but two-track extensions, and does not promise, within any set time, to construct any additional tracks along its existing routes. While the proposed extensions would, in certain cases, be of benefit to the people, there is nothing, from an engineering point of view, promised by the company that would give any additional fast transit. The examination of the map of the proposed extensions would show that the construction of these proposed lines would add seven crossings of the existing lines. In this application the company expressly reserves the right to make these crossings either under, over or at grade. If the latter course were followed it is quite swident that the running of even the present express service would be seriously interiered with, as it is not possible to maintain a high speed of express trains with grade crossings. One of the impediments to high speed on the present elevated railroads is the existence of curves with very short radii, at which points it is necessary to diminish the speed of the trains very materially. In the present application there are six points where curves are introduced at which, if the street itself is to be adhered to as the route, curves of short radii will have to be used, necessitating the diminishing of speed. There is nothing contained in the application looking to the acquiring of private property at these points in order to ease the curves and permit the maintaining of continuous high speed."

Mrs. Miller's Burglar Alarm Warned Ser of Mrs. Barbara Miller of 718 Flushing avenue.

Williamsburg, was robbed two months ago of eighteen bottles of her choicest home-made wine. After the robbery she caused a burglar alarm to be fitted on her flat on the second floor and the door of the winecellar. While she was sewing yesterday afternoon the alarm went off. Mrs. Miller ran to the cellar. A dim light was reflected from a front iron grating. She found the door of her winecellar open and out, but he refused to move. Then she screamed, which caused the man to get up, Mrs. Miller seized him sround his neck, and while he struggled to free himself she continued to call for help. A neighbor who heard her ran into the street and found Policeman Babington. He arrested the fellow and took him to the Vernon avenue station, where the prisoner gave his name as John Ryan, and said he lived at 754 Park avenue, Williamsburg. In his possession was found a knife and half a dozen false keys. He was not known at the Park avenue house. Later he was arranged in the Lee Avenue Police Court, where Justice Kramer recognized him.

"That's not your name," said the Justice.

"Iknow that," replied the prisoner. "My right name is Zimmer, but I won't tell you where I live."

He was committed without bail for a hearing to-day on the charge of burglary. out, but he refused to move. Then

BRIDGE CONDUCTOR A POLICEMAN. Ho Will Sue if He Is Not Made a Regular Bluecont-There Are Others.

Dennis Galvin, a conductor on the Brooklyn Bridge cars, who says that he is by right a policeman, appealed yesterday to the Police Board for recognition as such. Galvin says that Board for recognition as such. Galvin says that he was apppointed a bridge policeman in May, 1883, and that in the following April he was assigned to duty as a conductor. Ever since he has been on the cars. He holds, however, that the fact did not deprive him of his rank as a policeman, and now that the bridge policemen have been legislated into the municipal force, he wants to go with them. Hence his application, if the board will not recognize him he will sue. His will be a test case in that event. There are about a dozen conductors on the bridge in similar fix.

Erie Conductor Bun Down and Killed by Pusher Engine.

PORT JERVIS. Feb. 3 .- Charles Westbrook, Jr. reight conductor on the New York division of the Eric Railroad, aged 34 years, met with a horrible death this morning at the eastern end of the Eric yard in this place and within a few rods of his home. He had been laying off for rods of his home. He had been laying off for two weeks to care for his sick wife, but she was so far recovered as to permit him to report for daty to-day. He started for the depot to go out with his crew, and that was the last seen of him alive. Part of his remains were found at 2:30 this morning by one of Conductor O'Neill's crew. He had evidently been run down by the pusher engine and his body dragged up and down the track for an hour and a half before the tragedy was discovered, as his watch had stopped at 1 o'clock. The distance the body was dragged was a mile.

The Weather.

The atorm which was moving toward us from the lake regions on Wednesday disappeared very suddenly yesterday morning, with only a light fall of snow in this city and over the State. Fair weather prevalled to all districts after the

carly morning. It was colder in the lake regions, the central and southwest States, and decidedly warmer in the orthwest States, but the temperature rose slightly in this section.

In this city the day was fair; highest official tem perature 15°, lowest 11°; average humidity, 70 per cent.; wind westerly, average velocity 14 miles an hour; barometer, corrected to read to sea level, at 8 A. M. 30.34, 3 P. M. 30.44.

The thermometer at the United States Weather Bu-

reau registered the temperature yesterday as follows:

1805, 1807, 1807, 1898, 1807,

9 A. M. 11' 25' 6 P. M. 12' 30'

12 M. 14' 31' 0 P. M. 12' 30'

3 P. M. 16' 33' 12 Mid. 12' 27' WASHINGTON PORECAST FOR PRIDAY.

For New England and eastern New York, fair; not to cold; southwesterly to southerly winds. For eastern Pennsylvania, New Jersey, the District of Columbia, Delaware, Maryland, and Virginia, fair; warmer; southerly winds.

For western Pennsylvania, western New York, and Ohio, fair; warmer; fresh to brisk southerly winds.

Hundreds of people lose their lives every year through being run down by horse-cars, cable-cars or electric-trol-

Thousands of people are daily risking their lives in another way. They are run down and killed by reason of ill health. They allow their systems to get weak, and some slight illness develops into a fatal disease.

It is wiser to take no risks but to build up health, strength and vitality by the use of a heathful stimulant. There is nothing better than

**Duffv's Pure** Malt Whiskey which is unequalled for its strengthening, invigorating, tonic effects. It is not an ordinary whiskey but a prepa-

ration having wonderful medicinal powers. It is universally prescribed and recommended. Be sure that you get Duffy's pure malt whiskey. It is the only medicinal whiskey in the market.

BURGLAR TOOK OFF RIS SHOES. Their Discovery Led to His Being Found Under

Carl Baumann, a photographer, who sleeps in a room adjoining his photographic gallery on the top floor at 1359 First avenue, when he returned home at 1 o'clock yesterday morning after playing pinochle with some friends, found a pair of old shoes in front of his room door. He suspected that the owner of the shoes was prowling about the place, so he made his way to the street, and, finding Policeman William

Speeden, informed him of his discovery. When the two went back to the photograph gallery and lighted the gas they found broken glass strewn about the floor, and looking up they saw that the skylight had been broken, Baumann's camera lay on the floor in a demolished condition and the pieces of scenery used by the photographer in his business were smashed. Chairs and clothing were scattered

by the photographer in his business were sinashed. Chairs and clothing were scattered about the room.

When the policeman and the photographer reached the bedroom they saw a pair of stockinged feet protrading from under the bed. The policeman grabbed one and Baumaun seized the other, and both hauled together. There was a grunt and a howl as a young man was pulled out from under the bed. He pretended to have been asleep. When asked how he got there, he said he had been drinking, and thinking he had reached home tried to get into the bed, but, not succeeding, got under it. The policeman suspected his intoxication was simulated, and locked him up on a charge of burglary. The prisoner gave the name of James Ranciller, and said he was 18 years old and lived at 333 East Seventy-first street.

When arraigned in the Yorkville Court he explained that he was intoxicated the night before, and entered Baumann's house by mistake. When he found what he thought was the door to his room locked, he went upon the roof and fell through the skylight into the photograph gallery. In groping about he upset the furniture until he finally found the bed. He crawled under it and went to sleep.

"That is a plausible story, but I don't believe

under it and went to sleep.
"That is a plausible story, but I don't believe it." said Magistrate Olmsted as he committed the prisoner for trial in default of \$1,000 bail.

WOMAN RUN DOWN BY A CUTTER. Dragged Half a Block-She Is Badly Hurt-Driver Tried to Escape, but Was Nabled.

While Michael Kirk, a saloon keeper at Cana and Mott streets, and Bartholomew Connolly o 1869 Third avenue were driving down Third avenue late Wednesday night in a cutter, Miss Kate Witherell of 227 East 110th street tried to cross the avenue at 102d street. Kirk's horse knocked the young woman down, and her dress caught in some of the ironwork of the sleigh. caught in some of the ironwork of the sleigh. Kirk set out to drive away, and the woman was dragged nearly half a block before her skirts tore loose from the cutter.

Meantime Policeman Pfeiff of the East 104th street police station and George Frey of 177 East 102d street had seized the horse by the bridle and tried to halt it. Kirk piled the lash, and the men were dragged to 101st street before they could bring the horse to a standstill.

The injured woman was carried into a neighboring drug store. The crowd which had assembled were loud in expressions of indignation at the reckless drivers. Miss Witherell insisted upon being taken home, so she was removed there in an ambulance. Both her shoulders had been dislocated and she was badly bruised. Yesterday she had to be removed to Harlem Hospital, and it is feared she is injured internally.

Kirk and Conpolly were locked up. Yesterday

nally.

Kirk and Connolly were locked up. Yesterday
Kirk was held in \$300 bail for examin. 'n
pending the young woman's recovery, an. ....n
nolly was paroled.

a man hiding behind a barrel. She ordered him | Missionary Lecturer West Sentenced to Au-

SYRACUSE, Feb. 3.-Frederick F. West, missionary lecturer, claiming Brooklyn as his headquarters, was to-day sentenced by County Judge Ross to nine years and six months in Au burn Prison for an assault upon 8-year-old Anna Pittman, daughter of the Rev. Eli Pittman of Tully. One day last fall West appeared in Tully with a stereopticon and letters of recommendation from ministers in various parts of the country prepared to lecture on mission work in Africa. He secured the Methodist Church, and the little girl wandered inside while he was setting up the apprartus. West assaulted her and the frightened girl ran home and told her parents. A big crowd of citizens secured a rope and West would have been hanged to the nearest tree but for the intervention of Mr. Pittman, who on his knees in the mud of the street urged the crowd to let the law claim its victim and avoid blood guiltiness. Anna Pittman, daughter of the Rev. Eli Pitt-

Select Board.

THE SUN HARLEM BRANCH 119 WEST 125TH STREET

17TH ST., 24 WEST.—Single rooms with board; reference.

Luruished Booms& 3 partments to Tet

UNIVERSITY PLACE, 5, near Washington square, handsomely furnished hall rooms, with bath, to

Mest Side. A PRIVATE FAMILY would rent to three gentle-men a furnished sitting room, two bedrooms, ample closets, rouning water, use of bath at \$15 weekly; house is pleasantly located between Central Park and Columbus sv. within two blocks south of \$36 5. "L" station. Address M. T., box 144 Sun office.

15TH ST., 152 WEST.—Nicely furnished large and small room, all conveniences; board if desired. 33 D ST. 14 WEST.—Second floor, bath; suites with private bath; single rooms; board optional; ref 94 handsomely furnished room, second story; board optional; references.

Burnished Blats To Zet. 825 TO 886. Charming, newly furnished apartments of seven rooms, tasticfully decorated, hardwood finish, \$36; also unfurnished flat of seven rooms, \$25. Office 54 West 59th st.

Flats and Apartments Co Zet.

"THE PIERREPONT," Nos. 43, 45 and 47 West 32d St..

BETWEEN 5TH AV. AND BROADWAY. New and Elegant Apartments. SPECIALLY ADAPTED FOR BACHELORS.

Absolutely fireproof house, with all modern con-veniences. Rems include steam heat, electric light, elevator and hall service, with room attendance. Suites (unfurnished) of one or more rooms, with both. Befrigeration in each suite.

GEO. R. READ, Agent, 10 WALL ST.

Benl Estate gor Sale.

Lake Meacham for Sale Mr. A. R. PULLER offers for sale his RAME MEACHAM MINTEL PROPERTY, situated on the north slope of the Adirondacks in Dunne, Franklin county, New York, and fourteen miles from the Adi-rondack Division of the New York Central Railroad. The tract includes over

Six Thousand Acres

mostly virgin forest, well timbered and inclosing the lake, with the exception of a small portion owned by the State of New York.

The Adirondacks have no more charming resort than this lake, which is three miles long by one and ou-half miles wide. Here is found the best trout fishing, and the hunting is unexcelled. Terms mod-Address all inquiries to MARTIN E. McCLARY,
Malone, N.Y.

Real Estate for Sale-City. NEW DWELLINGS.

TWO SOLD, three remaining FOR SALE. 142-146-148 WEST 77TH ST. LOCATION easy of access, beautiful and restricted, CONSTRUCTION of the best order, there being no expense spared in making them tasteful, practical and convenient. EXAMINATION INVITED. ALWAYS OPEN. PRICES REASONABLE. FOR FULL PARTICULARS SEE

SLAWSON & HOBBS, 284 COLUMBUS AVE. \_\_\_\_\_\_near 78D ST.

Real Estate at Auction. GEO. R. READ, Auctioneer, will sell at auction WEDNESDAY, February 9th, 1898,

at 12 o'clock noon, At the New York Real Estate Salesroom, Trinity Building, 111 Broadway, **EXECUTORS' SALE** 

to close the Estate of Silvanus S. Riker, Deceased, by order of Auburn road.

12:10 NIGHT-MIDNIGHT EXPRESS. Theatre train for Chicago and principal points on the New York Central every night except Sunday nights. Sunday nights Chicago sleepers leave on 13 train.

13 train Sam Sam P. M.—Dally, except Sunday, to Pitha and Sam P. M.—Dally, except Sunday. Messrs. SAMUEL RIKER and WILLIAM J. RIKER, Executors, THE VALUABLE PROPERTIES,

No. 184 Water Street. Between Burling Slip and Fulton St.,

Also N. E. Cor. James & Madison Sts., Plot 29.64x100x29.64x100. sased to 1910 at \$1,500 per annum net. No. 186 Bowery.

Between Broome and Spring Streets;

story and attic brick building, 25x50, with exten-sion about 45. Lot 99 ft. 5 inches. Maps, &c., from Messrs. J. L. & D. S. Riker, 46 Cedar st., or of the Auctioneer, 10 Wall and 9 Pine sts., or No.[1 Madison av. (6108)

Business Chances.

A LOAN of \$40,000 on manufacturing plant located close to New York city; valued at \$84,000; money amply secured; factory employs 80 hands; now in operation; elegantly equipped; highest of references and the strictest investigation allowed. Further particular call on articulars call on McDONALD & WIGGINS, 140 Nassau.

A PARTNER wanted with \$3,000; half interest gents furnishing store; close 23d st., 6th av.; old established; well stocked; nicely equipped; includ-A LARGE BOARDING HOUSE, 47 rooms, west side

A below 14th at, under present management for the past 14 years, always full with first-class parties price \$4,000. McDONALD & WIGGINS, 140 Nassau. FOR SALE-Graphite mine of 20 acres, price \$10, 000, or half interest for \$6,000; it is located abou miles out in New Jersey; this is an opportunity r some one; samples at our office. McDONALD & WIGGINS, 140 Nassau.

AN OLD-ESTABLISHED GROCERY STORE, busiest part of Amsterdam av.; price, \$1.500; rent, \$55 monthly; present owner, 7 years, going into other business; this is a bargain.

McDONALD & WIGGINS, 140 Nassau. MICA MINE. 30 miles from this city; party with \$1,000 can have half interest; call and see sam-ple at our office; this is better than going to Klondike. McDONALD & WIMGINS, 140 Nassaul. STOCK for sale at 50c., valuable zinc mine; in oper-ation; positively clearing now \$70 daily; owner

can be seen at our office by appointment any day.

McDONALD & WIGGINS, 140 Nassau. PRINTING at a-Tew hours' notice: 10,000 circulars, 81: cards and billheads, 40c. per 1,000. EDGAR PRINTING AND STATIONERY CO., 59 West 89th st

Patents.

PATENTS for inventions procured promptly; low rates. ROEDER & BRIESEN, 82 Nassau st., N. Y. Established 1854. Patents.—Send for Investors' Guide, free. Edgar Tate & Co., Patent Solicitors, \$45 Broadway, New York.

Public Motices. DOST OFFICE NOTICE.

(Should be read DAILY by all interested, as changes

(Should be read DAILY by all interested, as changes may occur at any time.)
Foreign mails for the week ending Feb. 5, 1898, will close (PROMPTLY in all cases) at the General Fost office as follows: PARCELS POST MAILS close one hour earlier than closing time shown below.

TRANSASATLANTIC MAILS.

BATURDAY.—At 7 A. M. for FRANCE, SWITZER-LAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT, and IRITISH INDIA, per steamship La Bretagne\*, via Havre (letters for other parts of Europe must be directed "per La Bretagne"); at 8 A. M. for NETIERLANDS direct, per steamship Obdam, via Rotterdam (letters must be directed "per Dodam", it 8 A. M. for GENOA, per steamship Kalser Withelm II. (letters must be directed "per Kalser Withelm II."); at 10 A. M. (supplementary 11:30 A. M.) for EUROPE, per steamship Aurania\*, via Queenstown; at 11 A. M. for NOE, WAY direct, por steamship Hekia (letters must be directed "per Hekia").

\*PRINTED MATTER, &c.—German steamers sailing

directed "per Hekla").

\*PRINTED MATTER, &c.—German steamers sailing on Tuesdays take Printed Matter, &c., for Germany, and Specially Addressed Printed Matter, &c., for other parts of Europe. American and White Star steamers on Wednesdays, German steamers on Thursdays, and Cubard, French and German steamers on Saturdays take Printed Matter, &c., for all countries for which they are advertised to carry mail.

vertised to carry mail.

After the closing of the Supplementary Transatlantic Mails named above, additional supplementary mails are opened on the piers of the American, English, French, and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

mails for South and Central america,
West Indies, &c.
FRIDAY.—At 1P. M. for La Platta Countries direct, per steamship Highland Prince.
SATURDAY.—At 10 A. M. (supplementary 10:80 A.
M. for FORTUNE ISLAND, JAMAICA, and CAB-

TURDAY.—At 10 A. M. (supplementary 19:80 A. M. for PORTUNE ISLAND, JAMAICA, and CARTHAGENA, per steamably Altal (letters for Costa Rica miss be directed "per Altal"); at 10 A. M. (supplementary 10:30 A. M.) for PORT AL UPRINCE, PEHT GOAVE, and SAVANILLA, per steamship Alps; at 10:30 A. M. for CAMPECHE, CHIAPAS, TARASCO, and YUCATAN, per steamship Vigilancia (letters for other parts of Mexico and for Cuba must be directed "per Yigilancia"); at 10:30 A. M. for HAYTI, per steamship Frins P. Hendrik (letters for Venezuela, Curacao, Frinslad, British and Dutch Guisan must be directed "per Prins P. Hendrik "); at 11 A. M. for BIAZIL and LA PLATA COUNTRIES, per steamship Buffon, via Peruambneo, habia and Rio Janeiro (letters for North Heazil must be directed "per Buffon"); at 11 A. M. for PARABODS direct and NoRTH RINJAD, and TORAGO, per steamship Irawaddy; at 1 P. M. for BARBADOS direct and NoRTH RINJAD, and TORAGO, per steamship Mismi, Flax is 8:30 P. M. for NawWould and St. M. F. M. for NawWould and St. M. P. M. for McWould and Form Mismi, Flax at 8:30 P. M. for St. Pierra McCullon, per steamer from North Sydney; at 8:30 P. M. for St. Pierra McCullon, per steamer from North Sydney; at 8:30 P. M. for St. Pierra McCullon, per steamer from North Sydney; at 8:30 P. M. for St. Pierra McCullon, per steamer from North Sydney; at 8:30 P. M. for St. Pierra McCullon, per steamer from Mismi, for Markada McCullon, per steamer from Mismi, per steamer from North Sydney; at 8:30 P. M. for St. Pierra McCullon, per steamer from North Sydney; at 8:30 P. M. for St. Pierra McCullon, per steamer from North Sydney; at 8:30 P. M. for St. Pierra McCullon, per steamer from North Sydney; at 8:30 P. M. for St. Pierra

MEST.—Private family will let furnished room, second story; ferences.

Mails for Newfoundland, by rail to Halifax and thence by steamer, close at this office daily at 8:30 P. M. Mails for Newfoundland, by rail to Halifax and thence by steamer, close at this office daily at 8:30 P. M. Mails for Miquelon, by rail to Halifax and thence by steamer, close at this office daily at 8:30 P. M. Mails for Chua and thence by steamer, close at this office daily at 7:4 M. Mails for Chua and thence by steamer, close at this office daily at 7:4 M. Mails for Chua and thence decorated, hardwood finish, \$36; lat of seven rooms, \$25. Office 54

\*\*PIERREPONT,\*\*

\*\*PIERREPONT,\*\*

And 47 West 32d St., STH AV. AND BROADWAY.

\*\*JOHN THE PONT,\*\*

And 47 West 32d St., STH AV. AND BROADWAY.

\*\*JOHN THE PONT,\*\*

BAPTED FOR BACHELORS.

\*\*OF house, with all modern connectual steam heat, electric light, crylice, with room attendance, and particulars apply on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the schedule of closing is arranged on the prematical of the

Antironda.

AMERICA'S OREATEST BALLROAD." ENTRAL & HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE

BEBECT LINE TO NIAGARA PALLS.

All through trains stop at Abany. Utics, Syracuse, Rochester, and Buffalo.

Trains leave Grand Central Station, 42d street and Pourth avenue, as follows:

8:30 a. M.—Dally, except Sunday. The famous States are train in the world. Due suffalo at 4:45 P. M., Ning its Falls 5:82 P. M., Toronto 8:25 P. M., This train is limited to its seating capacity. Connects at Utica for Adicondack Mountains and Mosirval.

8:45 a. M.—FAST MAIL. Dally—For Poughkseptalo, Ningara Falls, and Cleveland.

10:20 A. M.—NORTH SHORE LIMITED, Dally—10:30 P. M., Chicago 9:00 A. M. Carries alcepting and drawing room care only.

10:30 A. M.—DAY EXPRESS, except Sunday—10:30 A. M.—DAY EXPRESS, except Sunday—10:30 P. M., South Sunday—10:30 P. M.—SOUTHWESTERN LIMITED, Dally—10:30 P. M.—SOUTHWESTERN L

10:30 a. M.—DAY EXPRESS, except Sunday—
State points and all importent New York
State points.
1:00 F. M.—SOUTHWESTERN LIMITED, Daily—
1:00 For Columbus, Cincinnati, Indianapoils, and
St. Louis. Stops at Poughkeepele.
1:00 P. M.—CHUCAGO SPECIAL. Daily—For Detroit, Cleveland, Toledo, and Chicago. Stops
at Poughkeepsie and Schenectady.
3:30 P. M.—TROY AND ALBANY SPECIAL, except Sunday—For Garrison's (West Point).
P "Ighkeepsie, Albany, and Troy.
5:00 P. M.—LAKE SHORE LIMITED, Daily—24bue Cleveland 7:15, Toledo 10:05 A. M., Chicago
4 P. M.—TRAKE SHORE LIMITED, Daily—24bue Cleveland 7:15, Toledo 10:05 A. M., Chicago
4 P. M.—This train connects at Cleveland for Cincinnati, due 4:55 P. M., and at Toledo for St.
Louis, due 10:15 P. M., due Kansas City next
morning. Carries sleeping and drawing room
cars only.
6:00 P. M.—WESTERN EXPRESS, Daily—For Nicago. Cincinnati, and St. Lou's.
6:25 P. M.—NORTHERN EXPRESS, Daily—For Troy, Plattaburg, Burlington, Montreal, via
Acirondack Division, and for Rochester, Buffalo,
Ningara Falls, Toronto.
9:00 P. M.—SPECIAL, LIMITED MAIL—Daily
(sleep ng car passengers unly)—For po ints on
Fall Brook Railway, via Lyons, and for Rochester,
Buffalo, Cleveland, Indianapolis, and St. Louis.
9:15 P. M.—PACIFIC EXPRESS, Daily—For Strafa'o, Niagara Falls, Cleveland, Toledo, Chicago
and, except Sundays, for Capp Vincent and the
Auburn road.

9:10 A. M. and 8:28 F. M.—Dally, except Sunday, to Pittafield, via Harlem Division.
9:29 A. M.—Sundaya only to Pittafield and the Berkshire Hills, via the Harlem Division.
"AL NIGHT" TRAINS TO YONKERS.
"All night" trains run between 155th st. and points on the Putnam Division as far as Yonkers, in connection with the elevated road. The only line running "all night" trains out of New York.
Wagner Palace Cars on all through trains.
Trains illuminated with Pintsch light.
Tickets and Wagner offices at Grand Central Station, 118, 261, 413 Broadway, 31 East 14th st., 942 Broadway, 235 Columbus av., 51 West 125th st., 125th st. station, and 128th st., station, and 726 Fulton st. and 106 Broadway, E. D., Brocklyn.
Telephone "2700 Thirty-eighth street" for New York Central Cab Service.
Baggage checked from hotel or residence by the Westcott Express Company. fork Central Carlot from hotel or Baggage checked from hotel or Westcott Express Company.

JOHN M. TOUCEY, GEORGE H. DANIELS, General Manager. General Passenger Agent.

Pennsylvania RAILROAD. STATIONS foot of West Twenty-third Street and Deabrosses and Cortlandt Streets.

Desprosses and Cortain to the cortain to the cortain to the cortain the form Desprosses and Cortland the cortain t is is ten minutes later than that given below for ty-third Street Station.

A. M. FAST MAIL.—Pullman Buffet Parlor 7:50 A. M. FANT MAIL.—Pullman Buffet Parlor C.r. New York to Pittaburg. Sleeping Car Pittaburg to Chicago. No coaches to Pittaburg and Cleveland.
8:50 A. M. FENNSYLVANIA LIMITED.—Pullman Compartment Sleeping. Dining. Smoking. and Observation Cars. For Chicago, Cleveland, Toledo, Cincimnati, Indianapolis. Louisville. St. Louis.
8:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville evia Cinc. Entatt.), Chicago, St. Louis.
6:50 P. M. WESTERN EXPRESS.—For Cleveland, Chicago. For Toledo, except Saturday.
7:40 P. M. SOUTHWESTERN EXPRESS.—For Pittaburg, Chicano, M. Indianapolis, St. Louis. Pittsburg, Checina at, Indianapolis, St. Louis.
7440 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland except Saturday.
8490 P. M. MAIL AND EXPRESS.—Pullman Buffet Siceping Car New York to Altoona. East Liberty, Pittsburg, and points West, daily except Bunday. No coaches.

Pittsburg, and points West, daily except Sunday. No coaches, 750, 8420, 9420, 9530 (Dining Car), 1050 A. M., 1250, 150 (8420, 9420, 9530 (Dining Car), 1050 A. M., 1250, 150 (8420, 9620, 9620, 9620, 9630), 1650 P. M., 12405 (Bining Car), 450 (Dining Car), 450 (Pining Car), 450 (Pini

Gally. TLANTIC COAST LINE.—"Florida Special," 12:20 P. M. week days; Express, 9:20 A. M. and 8:50 P. M. daily. CHESAPEAKE AND OHIO RAILWAY.-4:50 P. M. daily.

FOR OLD POINT COMFORT and NORFOLK.—7:50

A. M. week days and 7:40 P. M. daily.

ATLANTIC CITY.—1:20 P. M. week days (Desbrosses and Cortlandt Streets 1:40 P. M.). Through Buffet Parlor Car and Combined Conch.

CAPE MAY.—1:20 P. M. week days (Desbrosses and Cortlandt et al. 1:40 P. M.). Cortianut sts. 1:40 P. M.).
Long Branen, Asbury Park (Interlaken, Sundays),
Ocean Grove, and Point Pleasant (from West
Twenty-third st. station), 5:50, 11:50 A. M., 3:20,
4:50, 11:10 P. M. Sundays, 9:20 A. M., 4:50 P. M.
(from Deabousses and Continuations) 0. 8:40, 5:10, 11:50 P. M. Sundays, 9:45 A. M.

12:10, 8:40, 5:10, 11:50 P. M. Sundays, 9:45 A. M., 5:15 P. M. POR PHILABELPHIA.

6:10, 7:20, 7:50, 8:50, 8:50, 9:20 (9:50 Penna, Limited), 9:50 (Dining Car), 10:50, 11:50 A. M., 12:50, 1:50, 2:50, 3:50, 4:20, 4:20 (Dining Car), 4:50 (Dining Car), 5:50 (Pining Car), 8:50 P. M., 12:50 n'ight. Sundays, 6:10, 7:50, 8:20, 8:50, 9:20, 9:50 (Limited), 9:50, 10:50 A. M., 1:50 (Dining Car), 3:50 (Dining Car), 5:50 (D

BELAWARR, LACKAWANNA & WESTERN R. R.

Stations in New York, Pool of Barclay and Christopher St.

Direct route to Newark, Bloomfield, Montelair, the Oranges, Summit, Bernardsville, Basking Ridge, Madison, Mortstown, Pasaic, Paterson, Boonton, Dover, Stanhope, Newton, Bode's Lake, Lake Hopatcong, Hackettatown, Schooley's Mountain, Washington, Phillipsburg, Easton, Water Gsp, Stroudsburg, Pocono Mountain, Seranton, Pittston, Wilkesbarre, Nanticoke, Danville, Northumberland, Montrose, Hinghamton, Oxford, Norwich, Waterville, Utica Ridnied Springs, Corting, Path, Danville, Buffsio, and all points West, Northwest, and Southwest.

8100 A. M.—Binghamton Mail. Stops at principal stations.

stations.

RO:00 A. M.—(Cafe car)—Buffalo, Scranton, Binghauton, Owego, Ithaca, Elmira, Utica, Syracuse, and Oswego Express. Pullmar, buffet parlor cars. Connecting at Buffalo with trains for Chicago and Popular West. and Oswego Express. Philman. Other partor cars. Connecting at Buffalo with trains for Chicago and points West.

1:00 F. M.—Scranton, Binghamton, and Eimira Express. Pullman buffet parlor cars.

1:00 F. M.—Scranton, Wikesbarre, and Plymouth Express. Pullman buffet parlor cars.

1:00 F. M.—Chally)—Chicago Vestibule Limited Express. Pullman buffet seeping car New York to Chicago. Dining car west of Buffalo.

1:350 F. M.—Chally)—Buffalo Express. Pullman sieepers for Scranton, Binghamton, Eimira, Bath, Mt. Morris, and Buffalo, ariving Buffalo e A.M.

1:360 F. M.—(Dally)—Buffalo, Scranton, Binghamton, Owego, Express. Pullman buffet sleepers.

Ticket and Pullman accommedations at Heary Gaze & Sons, Ltd., 113 Broadway, 14 Park place, and 429 Broadway and 942 Broadway. Tickets at ferry stations, 111 4th av., cor. 12th st., 61 West 125th at., 235 Columbus av., New York; 38s and 723 Fulton st., and 106 Broadway, Brooklyn. Time tables giving full information at all stations.

Westcott's Express Company will call for and check baggage from hotel or residence to destination.

New York and Boston All Rail.

N. Y. N. H. & H. R. R. and connections.

From Grand Central Station.

Leave. By way of Union Station.

Leave. By way of Union Station.

10:90 A. M., Springfield and Worcester, B:30 P. M.

10:90 A. M. New London and Providence, 9:00 P. M.

12 M., Springfield and Worcester, 5:40 P. M.

12 M., Springfield and Worcester, 5:40 P. M.

1:00 P. M., Air Line and N. E. B. 6:00 P. M.

1:00 P. M., New London and Providence, 7:00 P. M.

1:00 P. M., \*New London and Providence, 9:00 P. M.

1:00 P. M., \*New London and Providence, 9:00 P. M.

1:00 P. M., \*New London and Providence, 9:00 P. M.

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1:00 P. M., \*New London and Providence, 9:00 P. M.

1:00 P. M., \*New London and Providence, 9:00 P. M.

1:00 P. M., \*New London and Providence, 9:00 P. M.

PROUS daily, including Sunday.

\*Runs daily, including Sunday.

\*HBay State Limited; all parlor cars; fare 87, including parlor car seat.

\*Latr Line Limited; strives at and departs from Park

\*Rquare Station, Hoston. Beturn service same hour

and by same route.

Through parlor and sleeping cars by each train.

C. T. HEMPSTEAD, Gen. Pass. Agent. BALTIMORE & OHIO.

Leave New York, Whitehall Terminal, South Ferry, and foot of Liberty street.

\*Daily. \*Except Sunday. 48undays.
CHICACO, \*4:30 A. M., \*2:00 P. M., \*12:15 night.
PITTSBURG. \*4:30 A. M., \*13:20 P. M., \*12:10 P. M.,
\*12:15 night. (4:30 A. M., \*13:20 P. M., \*12:00 P. M.,
\*12:15 night. (4:30 A. M., \*13:20 P. M., \*12:00 P. M.,
\*13:30 A. M. (Dinor). \*2:00 (Dinor). \*10:00 (Dinor).
\*1:30 A. M. (Dinor). \*2:00 (Dinor). \*13:25 (Dinor).
\*1:50 (Dinor). \*5:55 P. M., and \*12:15 uight.
NORFOLK. \*11:30 A. M. (Pinor). \*2:00 P. M.,
All trains are illuminated with Pintsch light.
Offices: 113, 172, \*201, 438, 1140 Broadway, 31 East
14th St., 127 Bowery, New York; 389, 344 Fulton at.,
httpokiya: Whitehall Terminal. Beggage checked

Anilronas.

Lehigh Valley System.

Stations foot of West 23d St. (Penn. R. R.), Cortlands or Desbrosses St.

\*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.

\*6.10, 6160 A. M. daily (Sunday \*0.45, 7 A. M.)

for MAUCH CHUNK and intermediate stations.

\*7130, \*8125 A. M. daily for WILES-PARRE, SCHANTON (week days), ELMIRA (week days), ITHACA, GENEVA, ROCHESTER, BUFFALO, M.)

AGARA FALLS, and the West and principal local points; dining ext and chair car to Buffalo.

\*11.50, 19:00 now daily except Sunday.

\*BLACK DIAMOND EXPRESS."

Arrives Buffalo 9:55 P. M. Fallman Vestibule Day

Arrives Buffalo 9:55 P.M. Pullman Vestibule Day Conches and Parior Cars. Dining Car Service. Meals a la carte. Connect as Buffalo with through sleepers to Detroit and Chicago. "12:70. 12:48 P.M. daily, except Sunday, for MAUCH CHUNK and intrimediate points. \*12:20. 32:40 F. M. dally, except Sunday, for MAUCH CHUNK and intermediate points.
\*12:30. 3:35 F. M., Sundays only, for EASTON, MAUCH CHUNK, and the coal branches.
\*1:30. 1:40 F. M. dally, except Sunday, for WILKESBARKE, PITTSTON, SCRANTON, and principal intermediate stations. Councets for all points in coal regions; chair car for Wilkesbarre.
\*8:50. 4:40 F. M. dally, except Sunday, for WILKESBARKE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for Wilkesbarre.
\*8:50. 4:40 F. M. dally, except Sunday, for MAUCH CHUNK and intermediate stations. Chair car to Hethlehem. ar to Hethlebem.
\*4:50. 5:15 P. M., Sundays only, for EASTON and intermediate stations,
45,130, 6:10 P. M. daily, except Sunday, for
EASTON and principal intermediate stations,
46,20, 7:00 P. M. daily for BUFFALO, NIAGARA
FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and

bule train N. Y. to Chicago. Sleepers to Buffalo and Toronto.

\*7140, \*8160 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLE-HEM, MAUCH CHUNK, L. & B. JUNCTION, SAYRE, GENEVA, ROCHESTRI, BATAVIA, RUFFALO, and TOKONTO, Pullman sleeper for Buffalo, None bus sleeping car passengers carried. No baggage carried, \*8150, 0:00 P. M. daily for WILKESBARRE, 1THACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper to Ithaca. io Ithaca.

Additi: pai local trains daily, except Sunday, for BOUND BROOK and intermediate points, leave as follows: \*8:20, 8:30, \*10:20, 10:50, \*10:30, 10:30, 10:30, \*10:30, 10:30, \*6:20, 6:30 P. M.

Tickets and Pullman accommodations at 113, 261, 278, 350, 944, and 1323 Bro.dway, 31 E. 14th st., 156 E. 125th st., 127 Howery, N. Y., 860 Fulton st., 4 Court st., 98 B way, and Broklyn Annex, Brooklyn, N. Y. Transfer Co. will call for and check baggage from hotel or residence through to deathation.

ERIE RAILROAD. Through trains leave New York, foot of Chamber, as follows, and five minutes earlier from Wes

at, as follows, and five minutes earlier from Wess 23d st.

9:00 A. M. -Vestibuled Express daily for HiggBarton Mayerly, Elmirs, Buffalo, Bradford,
arr v = Buffalo 8 P. M. Parlor car to Buffalo. Bradford,
arr v = Buffalo 8 P. M. Parlor car to Buffalo.

2:00 F. M. -Vestibuled limited—Fast mail daily.
Solid train for Chicago, arrives Cleveland
7:40 A. M., Cheego 5 P. M. Sleepers to Chicago,
cleveland, and Checinanti. Dining Car.

7:20 F. M. -Buffalo and Cleveland Vestibuled.
Braiford 7:17 A. M., Janestown 7:00 A. M., Cleveland 12:30 P. M. (Sleepers to Buffalo and Cleveland)
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